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CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION
INFORMATION REPORT

REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 23 Oct. 1951

SUBJECT Railroad Lines and Rail and Highway Bridges

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(LISTED BELOW)

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DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

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1. Construction of a wooden bridge over the Vistula River between Gora Kalwaria (R52/L16) and Ostrowek was begun in the spring of 1951. This bridge is to replace the ferry between the two towns. About 300 workers are employed in the construction job, which will take about two years to complete. Two bridge-heads are under construction and piles have been driven.
2. Construction of a double-track railroad line connecting Pilawa (R52/L35), Osiek (R52/L25), Gora Kalwaria, Mszczonow (R52/P66) and Skierniewice (Q52/P45) was begun in the fall of 1949. Ultimately the line is to be extended east from Pilawa to the Soviet-Polish border. Sluzba Polisce brigades, civilian workers on three-year contracts and military troops have been noted working on the line. By May 1951 the sector between Pilawa and the Vistula River was completed, a double-track iron bridge connecting Gora Kalwaria and Kepa Gliniecka (R52/L16) was partially complete and the earthworks on the Gora Kalwaria sector were almost completed. The five iron pillars, three of them in the water, of the railroad bridge have been set in place, but construction materials for completing the bridge, which had been started in the fall of 1949, have not yet been delivered to the construction site.
3. A concrete highway bridge is being built over the Ozarna River about four kilometers south of Gora Kalwaria to replace the wooden bridge on the Warsaw-Gora Kalwaria-Warka (R52/L13) highway. Work on this project was begun in May 1951 and has so far consisted of dismantling the wooden bridge and constructing a temporary wooden bridge alongside the old one.
4. A highway bridge over the Vistula River at Torun was opened to traffic on 22 July 1950. The bridge is about 800 m long, 20 m wide, is built of iron resting on eight or nine pillars with a clearance of about 15 m above the water. It carries a double-track streetcar line and the road is surfaced with blocks. The road is soon to be asphalted.
5. At the end of May 1951 construction was started by Mostostal on a double-track railroad bridge across the Vistula River at Grudziadz (Q54/53) to replace the one destroyed during World War II.
6. A double-track iron railroad bridge is under construction across the Odra River at Glogow. As of March 1951 only one track had been completed across the bridge.

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which has a length of about 100 m and a clearance above the water of 8 m.

7. A wooden road bridge across the Odra River at Brzeg Dolny, begun in 1949, is now nearing completion. About 1,000 men are working at Brzeg Dolny on the construction of what is intended to be the largest lock on the Odra River. The lock will be able to handle a tug with a tow of between eight and ten barges.
8. The Polish State Railroads are converting army semaphore signals to light semaphores with the following characteristics:

Height to lowest signal light	3.5 m
Size of disc on semaphore arm on which lights are mounted	1 m x 0.6 m
Diameters of lights	0.2 m
The disc for one-way traffic has two lights: green and red.	
The disc for two-way traffic carries three lights: green, red, green.	

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